

IT BEGINS ON SUNDAY

War Openly Declared on the Union Pacific Railway.

The Road Charged by Other Lines with Persistent Demoralization of Western Rates.

The open declaration of war against the Union Pacific drawn up by Chairman Caldwell, of the Western Passenger Association, Wednesday, was issued yesterday, and beginning April 22, will be on for good. The association lines declare that they have been forced into the fight by the persistent demoralization in Western rates, for which the Union Pacific has been responsible. The latter road, while the association lines were endeavoring to coax it back into the association, quietly swallowed up, by means of contracts, all the emigrant business to California for 1894. The association lines are not particularly hopeful of getting the passengers away from the Union Pacific, but they can make that line carry the emigrants for rates that will entail a loss, and this they are determined to do. Some anxiety is felt by the association regarding the attitude of the Chicago & North Western, although that road has announced that it will side with the association. Its financial interests are rather against a break with the Union Pacific, and that is a mighty persuasion for any railroad during the present depression in business.

A Novel State of Affairs.

The strike on the Great Northern is bringing about a novel state of affairs. It is apparent that it is a fight of the American Railway Union to weaken the hold of the several railway brotherhoods of the older organizations. For weeks the organ of the American Railway Union has been abusing the grand chiefs of the several brotherhoods, intimating that they are bought up by the railroad companies. Especially is the organ and the officials of the American union bitter in their denunciations of Grand Chief Arthur, of the Brotherhood of Locomotive Engineers, and Sargent, of the Brotherhood of Railway and Mechanical Firemen. A member of the Brotherhood of Locomotive Engineers said, yesterday, that as soon as their grand chiefs gave out that a man who went to the Great Northern to take service would not be characterized as a "scab," he thought, would be done in a few days, the Great Northern road would be supplied with competent men. He said that several of the old organizations are becoming convinced that it is a fight of Debs and Howard, president and vice president of the American Railway Union, to injure the old organizations, and all the members of the brotherhoods to have it known that taking service with the Great Northern would not affect their relations with the brotherhoods to which they belong. Especially are the friends of Grand Chief Arthur and Sargent indignant over the turn matters have taken.

Personal, Local and General Notes.

T. H. Noonan, general manager of the Central States Dispatch, left yesterday for the East.

Paul Ratner, chief of the joint weighing and inspection bureau, is expected in the city to-day.

John Wise, passenger conductor on the Vandavia, is off for a little rest, spending the time at the Chicago & Rock Island.

The New York & New England has adopted the Big Four system of keeping the record of movement of cars.

Judge Bacon, representing the passenger department of the Chicago & Rock Island, is in the city for a couple of days.

The American Railway Union will add an insurance department to its list of services in May, which will be held in Chicago.

J. Q. Van Winkle, general superintendent of the Big Four lines, is spending a couple of days on the Chicago & Rock Island.

Conductor Sharra, of the Panhandle lines, is off duty on account of the bite of a dog. The wound is giving him trouble.

The Big Four will enforce more closely at way stations the rule that passengers must purchase tickets before boarding trains.

Frank Reed, general passenger agent of the Monon lines, was in the city yesterday to attend the funeral of the wife of L. D. Baldwin.

Edward Thomas has been appointed agent of the Big Four at Wabash. He for some time past has been with the company at Anderson.

The shops of the Baltimore & Ohio Southwestern at Washington, Ind., have been started up all time, with a full complement of men.

Parties interested in the building of the Terre Haute, Olney & Chester will meet in Terre Haute on April 26 to take steps to begin the work.

In March 1,500 carloads of freight were handled at the city freight depots, not a large number for this time of year. This was the number of cars loaded.

G. W. Wilson, formerly appointed agent of the Big Four at LaPorte, has resigned. Mr. Wilson is promoted from a clerk at Warsaw station.

E. E. Jinks, formerly with the Big Four, has accepted the position of assistant master mechanic of the Baltimore & Ohio Southwestern shop at Washington, Ind.

F. B. Drake, general manager of the Cincinnati, Jackson & Mackinaw, and family passed through here early yesterday morning en route home from the Pacific coast.

It is stated that J. M. Egan, on May 1 leaves the Chicago & Great Western, is to take a position on the Chicago, Milwaukee & St. Paul, after taking a few weeks' rest.

Auditors of the Lake Shore road and the Lake Erie & Western have been making investigation of the accounts of Cashier Hoy at Fort Wayne, and find a shortage of over \$5,000.

The Railway Yardmasters' Association will hold its annual meeting in Peoria June 1. The leading roads and the Pullman Car Company will pass members and their wives free.

E. R. Darlow, of the Vandavia, who was with Col. Joseph Holt at St. Louis, has moved to Terre Haute and takes a room with General Harrison at the Hotel de France.

The Baltimore & Ohio people say that with the taking effect of the summer time, they will shorten the time of their fast trains between St. Louis and New York one hour and forty minutes.

A general vacation of employees on the Michigan Central will be in progress for the last ten days, and as a result, over one hundred employees on trains and at stations are laid up with their regular duties.

Peter McDermott, the immigrant agent, refuses to accept his discharge from the

immigrant agency of the Western Passenger Association, and threatens to bring suit if the discharge is not canceled by the commissioner of the association.

The Big Four company has purchased to put under its tracks, 50,000 tons of iron and steel, mostly from the Illinois, Evansville & St. Louis.

B. G. Gordon, formerly a passenger conductor on the Indiana, Bloomington & Western, died in California last week. The deceased was a member of the Indianapolis Division, No. 10, of the Order of Railway Conductors, being one of the founders of the local organization.

J. J. Frey, general manager of the Atchafalaya, passed through here yesterday on his way westward. He had been East to confer with the transportation committee. He expresses the opinion that the road will be out of receivers hands within six months.

The Interstate-commerce Commission was in session at Louisville yesterday hearing the complaints of the freight bureau of the Cincinnati Chamber of Commerce against the Louisville & Nashville railroad and other members of the Southern Railway and Steamship Association.

The belief strengthens that the time is not far distant when the Big Four will control the Toledo & Ohio Central, thus securing entrance into Toledo by the Michigan division of the Big Four have been instructed to honor the mileage books of the Toledo & Ohio Central.

A bill is about to pass the Legislature of New York which provides that the railroad commissioners may abolish grade crossings wherever they deem proper to do so, the railroad companies to bear 65 per cent of the expense, the local communities benefited 25 per cent, and the State 10 per cent.

The Big Four yesterday brought in from St. Louis to Cincinnati a number of prisoners from the Territories, en route East for imprisonment. They were a hard lot, a lot of fellows, many of them shackled. As the train pulled out from the Union Station they were mistaken for men recruited by the army and were being lounging about the east end of the sheds.

E. O. McCormick, passenger traffic manager of the Big Four, D. B. Martin, general passenger agent of the Big Four lines; Harry Fuller, general passenger agent of the Chicago & Rock Island; B. E. Edwards, general passenger agent of the Cincinnati, Hamilton & Dayton; and O. P. McCarthy, general passenger agent of the Cincinnati & Ohio Southwestern, passed through the city yesterday en route to Chicago.

Edward McKenna, formerly superintendent of the Jeffersonville, Madison & Indianapolis, now on the Chicago, Milwaukee & St. Paul, is said to be one of the leading railroad men of the North-west. The higher officials refer all questions of importance in transportation matters to him, and he has much to do with dictating the policy of the engineering department, as he is unusually well informed in all matters pertaining to successful operation of railroads.

Col. L. M. Martin has resigned as general manager of the Des Moines Northern Western railway. He said that he was agent of the Wabash road and member of the executive committee of the Des Moines Union railway. He was in the city yesterday. The resignation takes effect May 1. Colonel Martin has been connected with the Des Moines Northern Western since 1883. The resignation takes effect May 1. Colonel Martin has been connected with the Des Moines Northern Western since 1883. The resignation takes effect May 1.

Don Moines, general manager of the Des Moines Northern Western, is in the city for a few days. He is the first vice president, will be made general manager in addition to his present duties, and J. Q. Wagner will probably be made traffic manager, which office will be created.

The funeral services of the wife of L. D. Baldwin, general agent of the Monon and the Cincinnati, Hamilton & Dayton at this time, and both of the roads, were held yesterday afternoon, and both were attended by a number of railroad men.

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EDWARD BOONE'S CASE

Alleged Mail Robber of South Bend Brought Here for Hearing.

Points Brought Out in the Examination Before Commissioner Van Buren—An Attorney's Insinuation.

The South Bend mail robbery will get before the next federal grand jury in the case of Edward Boone, who was brought here last evening and held in \$3,000 bond by United States Commissioner Van Buren. Boone was arrested at South Bend a week ago on a charge of robbing the mails. He is a young man and a son of Philip P. Boone, a well-to-do resident of that place. He had been residing on Colfax avenue there, but a short time ago moved to the farm home on the south side of the city, in the house at the corner of the street. In cleaning up the house after Boone had vacated it the owner found on a shelf a letter addressed to County Treasurer Yenn. This letter had been opened and contained a money order for \$2.17 for the payment of an assessment made by a mutual insurance company. Boone was a mail carrier at South Bend and his land-lord immediately suspected that he had absconded with the letter. Boone, however, turned it over to the county treasurer, who notified the postoffice authorities. Boone was arrested by Chief of Police Rose, and at a preliminary hearing before a commissioner there was released on a small bond.

He was brought down here last night for further hearing and Walter Harrigan, the South Bend postmaster, B. H. Rose, the chief of police, and E. B. Russell, secretary of the Indiana Traveling Men's Association, were the government's witnesses. Rose's testimony was to the effect that Boone denied for some time after his arrest that he took the letter in question, but finally admitted it and said that he would plead guilty. He told Postmaster Harrigan the same thing, and when asked if he had taken any more letters, he said he had. Boone's attorney, J. E. Lamm, tried to show that the young man was under the influence of liquor when he made the confession, and that therefore he was not accountable for anything he may have said. It did not seem able, however, to shake Boone's story as to Boone's sobriety at the time of the admission of guilt.

Secretary Russell, of the Indiana Traveling Men's Association, who has been working on the case for a long time, testified that on the train the night of the robbery he saw Boone, and that he had asked him where the money or others he had taken were. Boone had answered that he was where he (Russell) would never find them. The witness then asked him how many letters he had taken, which he denied he did. When asked if he had taken more than one he told Russell that he had. Attorney Lamm, who is a rough shot at the cross-examination, asking him if there had been rumors in South Bend that his mail disappeared, Boone said that he had heard such stories. Russell then asked him if he had stolen the money, which Boone denied.

In response to another question he said he got his mail in a lock-box, and that he had taken it to the office of the postmaster. He said he based his affidavit against Boone on the latter's admission that he had stolen the money, and that he had stolen the money. The attorney then asked him if it was not a fact that he had told Boone he didn't believe his guilty, but that he thought he had a good deal about the robberies. Russell answered that he made no such statement. He also denied the charge of money pushing the case against Boone and said that the association was standing by the case. The case was then brought out by a final question of Boone's lawyer, who insinuated that Russell was pushing Boone in the case.

Before beginning the hearing last night Commissioner Van Buren announced that, after a consultation with the district attorney, he had decided that the case had been improperly handled, and that there might be a loophole for the defendant. After a consultation with the district attorney, he had decided that the case had been improperly handled, and that there might be a loophole for the defendant.

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rich was appointed trustee of the affairs, and the creditors petitioned for his removal. The commissioner held that the complainant did not set out sufficient facts to warrant removal and decided to retain the receiver.

The Attorney's Nose Bleed. The damage suit of Jerry Foley against the drug firm of Schad & Swartz was temporarily postponed yesterday in Room 3, Superior Court. Shortly after noon attorney Van Vorhis, of the prosecution, was attacked with nose bleed of an acute type, which for some time caused his friends much alarm. After considerable difficulty his physician succeeded in checking the flow of blood.

A Chattel Mortgage Suit. J. C. Ertel, in the Superior Court, seeks to recover the sum of \$47.50, the amount of a note executed by John C. Brush Jan. 24, 1894. The note was secured by a chattel mortgage on the law library and household effects of the defendant, which are now located at No. 702 North Alabama street. The case was set for trial on April 27, and to render a six-hundred-dollar judgment.

Sentenced for Robbing a Dye House. Jesse Vineyard, Thomas Williams, William Wilson, Jackson Fagan, Albert Howard, Henry Smith and Jesse Baker were tried in the Criminal Court yesterday for burglarizing Smith's dye house, at No. 36 Massachusetts avenue. Howard, Baker, Vineyard, Lewis and Williams each received State prison terms. The prisoners were all colored.

Hattie A. Lewis's Complaint. Hattie A. Lewis, in an application for divorce from Macey Lewis, alleges cruel and inhuman treatment on the part of the defendant. She shows that in February, 1892, he struck her with his fist, and at the same time accused her of unchaste conduct. She was married in Jeffersonville in 1885.

Four Months for Assault. William Williams, on trial in the Criminal Court for assault and battery on Allen Long, was sentenced to the workhouse for four months. The jury deliberated for twelve hours before reaching a verdict.

William L. Born Estate. John Born was yesterday appointed administrator of the estate of William L. Born, deceased. Bond was executed in the sum of \$2,000.

THE COURT RECORD.

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